

SERVICE ADVISORY

NO.: 1422 Rev A

TO: All owner/operators of Garmin Integrated Avionics Systems

DATE: June 2, 2014

SUBJECT: Anticipated flight path calculation with excessive groundspeed

PRODUCTS AFFECTED

All G2000, G3000, and G5000 Integrated Avionics Systems are affected. All G1000, G950, G900X, Embraer Prodigy, and Cirrus Perspective integrated avionics systems with GDU Software Version 13.00 and later are affected.

ISSUE

Flying some terminal procedure legs with excessive groundspeed can cause the system to anticipate and attempt to accommodate AFCS bank angle limitations for upcoming course changes. This will result in terminal procedure flight path guidance that is not consistent with the flight path shown on the published chart. In all cases, the moving map display depicts the anticipated flight path on the Map screen and is updated in 5-second intervals to account for any changes in groundspeed. It is important to note that some procedures include course legs of less than 4 nautical miles and/or airspeed restrictions that could combine with certain wind conditions to make this behavior more likely.

PILOT ACTION

Use extra caution and monitor the moving map display when flying terminal procedures with short course legs and/or with groundspeeds and course changes that could require bank angles greater than the AFCS maximum bank limitation. If the flight path depicted on the display does not match the charted flight path, a slower groundspeed may be necessary in order for the system to provide the prescribed flight path guidance.